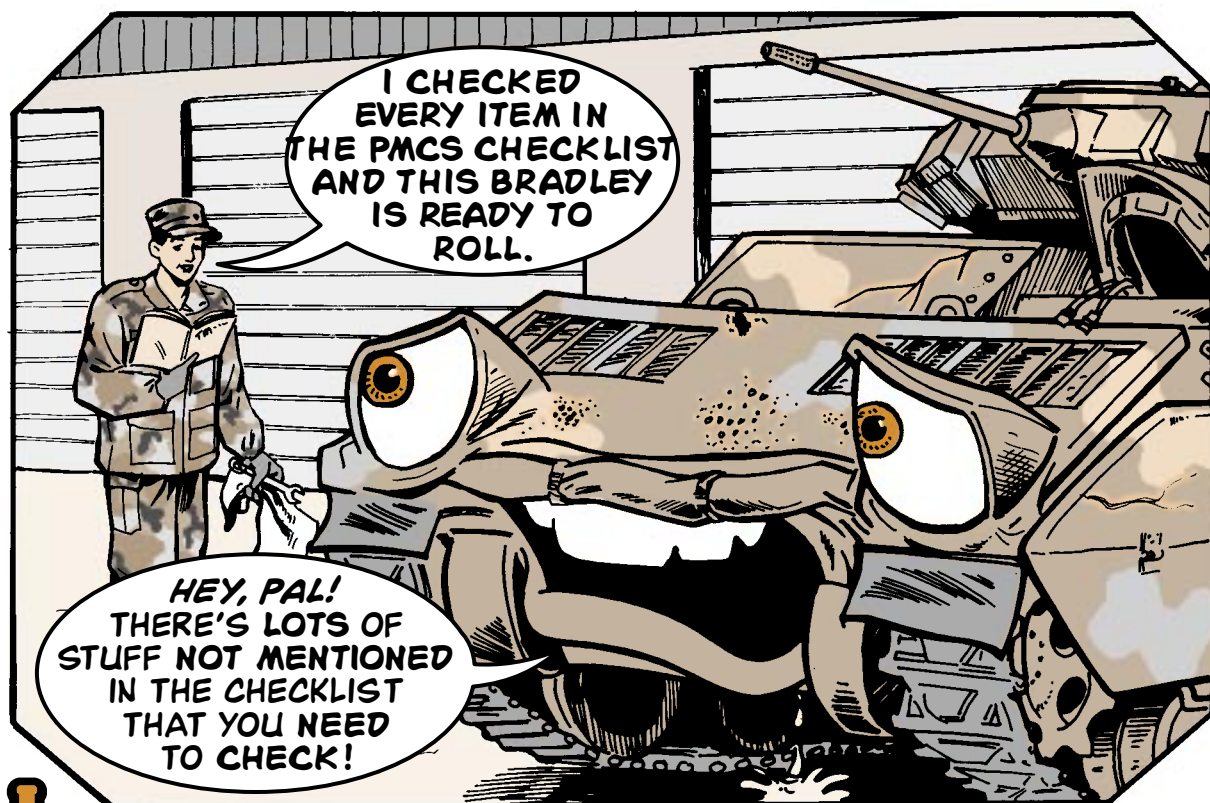


THE COMPLETE PMCS



It may seem like your equipment is good to go after you pull PMCS and don't find any faults listed on your TM's PMCS checklist.

But a PMCS checklist usually covers only the most critical checks and services. It doesn't cover everything. But some equipment operators think if it's not listed in their TM's PMCS chart, they don't have to check it out during every PMCS.

They're wrong. In fact, sometimes they're dead wrong.

A lot of stuff not mentioned in the checklist is important, too. A leaking hydraulic line, loose cable connector, broken weld or heavy corrosion are surely just as important as a worn fan belt.

The intro to most itemized PMCS checklists tells you to look for these

and other problems as you inspect each item on the checklist:

- **Loose or missing bolts, nuts or screws**
- **Cracked or rusted welds**
- **Frayed wiring, loose or broken connectors**
- **Leaking or worn hoses and fluid lines**
- **Signs of corrosion**

If you spot any of these problems that you can't fix yourself, report them just like you do when you find problems with specific items on your PMCS checklist.

Performing only those checks and services spelled out on the PMCS checklist just won't cut it. PMCS is more than that. Much more.

It's making sure that everything is good to go, whether it's spelled out on your equipment's PMCS chart or not.

It's that simple.